

R E P O R T

ON THE

PROPOSED CONSTRUCTION

OF

A RAIL ROAD FROM YORK

TO THE

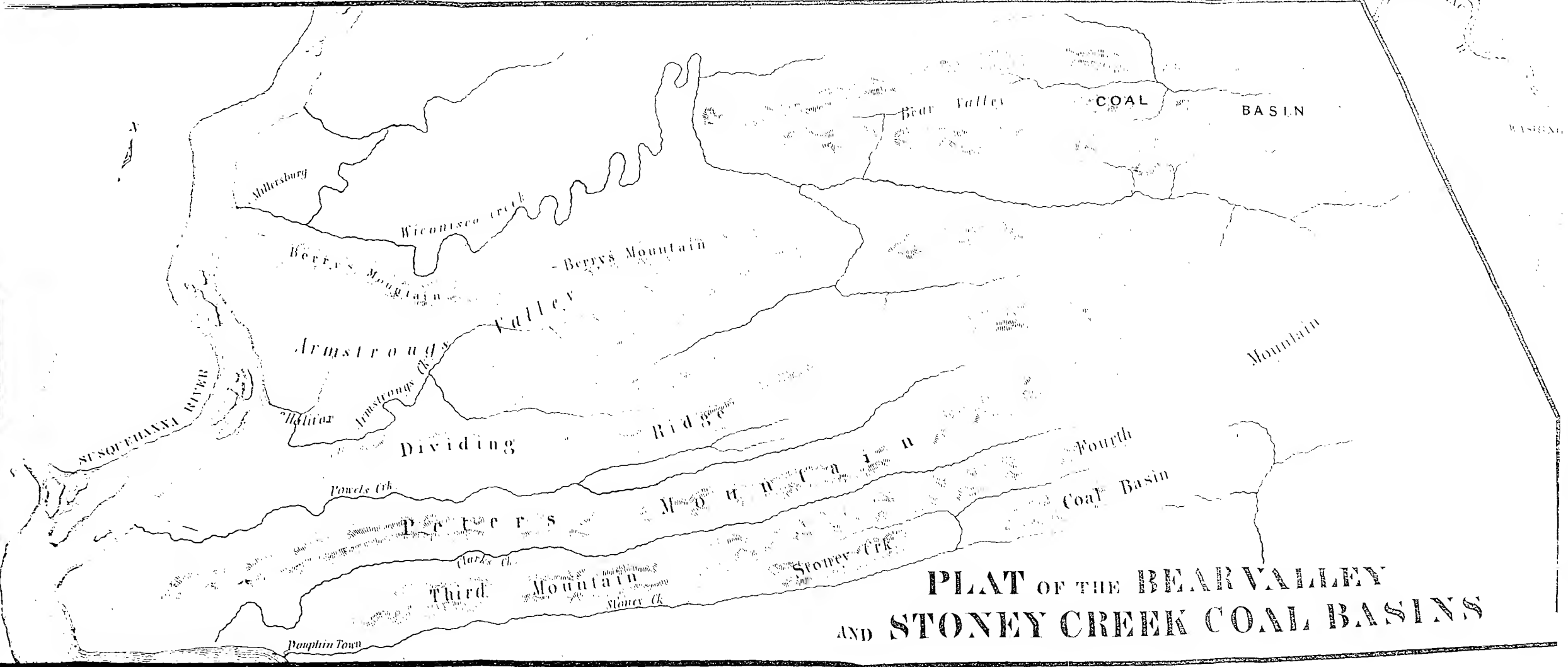
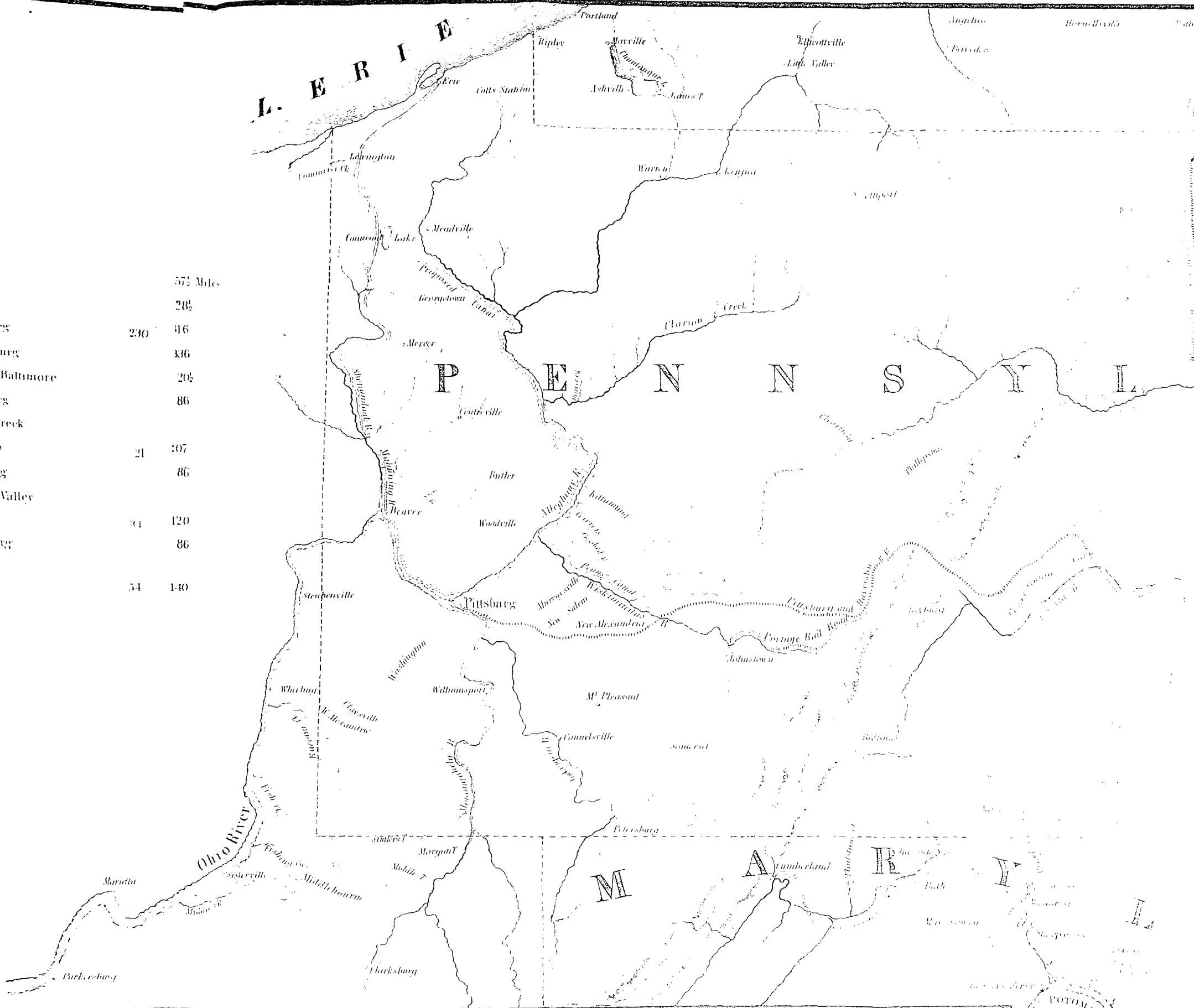
CUMBERLAND VALLEY RAIL ROAD.

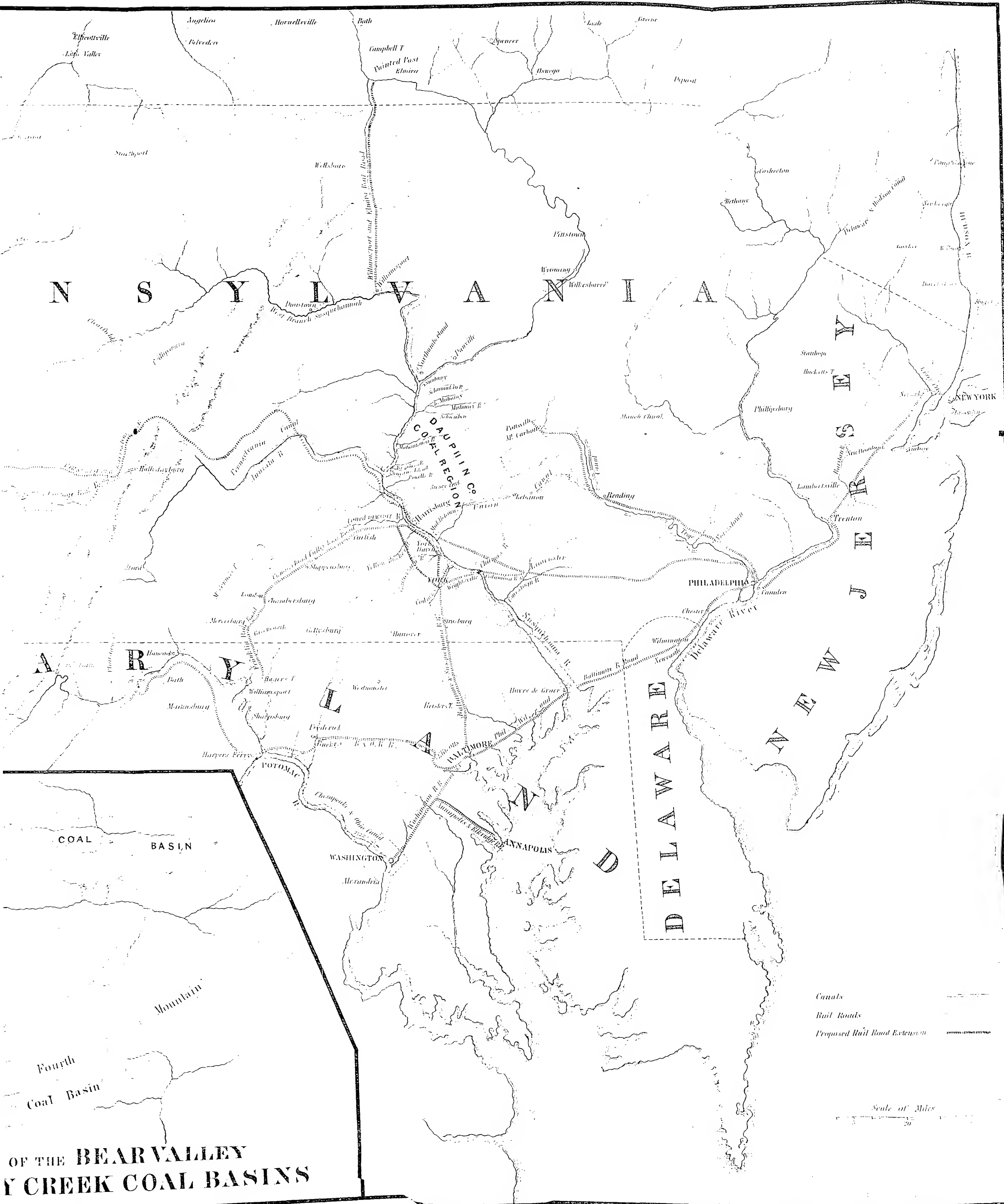
Baltimore:

PRINTED BY JAMES LUCAS.

1847.

Baltimore to York	57½ Miles
York to Harrisburg	28½
Harrisburg to Pittsburg	230 46
Philadelphia to Pittsburg	336
Difference in favor of Baltimore	20½
Baltimore to Harrisburg	86
Harrisburg to Stony Creek	21 107
Bituminous Coal Basin	86
Baltimore to Harrisburg	34 120
Coal Basin	86
Baltimore to Harrisburg	54 140
Harrisburg to Bear Valley Coal reserve	





OF THE BEAR VALLEY
Y CREEK COAL BASINS

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TO THE

CUMBERLAND VALLEY RAIL ROAD.

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1847.

At a regular meeting of the President and Directors of the Baltimore and Susquehanna Rail Road Company, on the 17th June, 1847, MR. YELLOTT, from the committee to whom were referred sundry communications addressed to the Board on the subject of a proposed Rail Road from York to the Cumberland Valley Road, submitted a report, which was read, and on motion, was accepted and ordered to be printed.

R. S. HOLLINS, *Secr'y.*

Office,—Baltimore and Susquehanna R. R. Co.,
JUNE 17th, 1847.

R E P O R T .

The undersigned, a committee appointed by the Board of Directors of the Baltimore and Susquehanna Railroad Company, upon the subject of a railroad connection between York and Harrisburg, by means of the charter granted by the Legislature of Pennsylvania to the York and Cumberland Railroad Company, beg leave to submit to the board the following report :

The committee left Baltimore on the second day of June, accompanied by Isaac R. Trimble, Esq., the former engineer of the company, who had been invited to accompany them. From that day to the 5th, they were engaged in visiting York, Harrisburgh and Middletown, for the purpose of making a reconnoissance of the intermediate country, and of obtaining information as to the feasibility and probable cost of the proposed road. They found the best feelings upon the subject existing on the part of the citizens of the various towns they visited, and an earnest desire to lend their efforts towards the immediate prosecution of the undertaking. Assurances were given by many that stock would be liberally subscribed for. Nothing like a feeling of state jealousy seemed to exist, but all appeared anxious for the proposed railroad connection with Baltimore—very properly considering that it would be productive of equal advantages to Pennsylvania and to Maryland. It would more fully develop the agricultural and mineral resources of the former, by affording a market in the latter, thereby adding to the commerce and wealth of both.

The act to incorporate the York and Cumberland Railroad Company was passed by the Legislature of Pennsylvania in

the month of April, 1846. By said act the company are empowered to construct "a railroad from the borough of York to unite with the Cumberland Valley Railroad, at some point between Mechanicsburg and the Susquehanna river." The capital stock of the company is limited to 60,000 shares of \$25 each; the person subscribing for the same to pay at the time one dollar on each share taken. When 3000 shares shall have been taken, and the fact duly certified to the Governor of Pennsylvania, he shall, "by letters, patent, under his hand and the seal of the commonwealth, create and erect the subscribers, together with those who may afterwards subscribe, in a body politic and corporate, in deed and in law, by the name, style and title of the York and Cumberland Railroad Company, and by that name to have perpetual succession," &c. It is further provided, that, "if the said company, do not complete the said work, so as to bring it into use, within five years after the passage of this act, then this charter shall become null and void." For further details the board are respectfully referred to the charter itself.

Though the road to be constructed under this charter will be within the limits of the State of Pennsylvania, yet it is our own State that is most deeply interested in its completion. By this means, her large investment, and that of the city of Baltimore, in the Baltimore and Susquehanna Railroad, may soon be made profitable; while the vast amount of trade which would be attracted to our city, would add a new and important item to the sources of her commercial prosperity. Though many enterprising citizens of Pennsylvania are ready to embark their capital in the undertaking, yet they naturally look to Baltimore for the first movement and principal aid. They look especially to this company,—as the party most immediately interested,—to take the lead, by proposing some definite and concerted action upon the subject. The question then presents itself, shall the work now be started or shall the charter heretofore granted be suffered to expire by its own limitation?

Before answering this question, the committee propose to consider—

I. Cost of Constructing the Road.

This, according to the estimate of the able engineer, Mr. Trimble, would be about \$500,000.

The committee themselves made a careful observation of two of the routes which have been proposed, viz :—One from York down the Codorus creek to its mouth, thence up the Susquehanna river, along, or near, its banks, to the Cumberland Valley Railroad, at the bridge opposite Harrisburg. The other route would leave the Codorus about a mile below York, and, running in a northern direction, strike the Susquehanna at York Haven, about five miles above the mouth of the Codorus. Neither of these routes would exceed twenty-nine miles in length; and by far the greater portion of both, lying along the banks of the Susquehanna, is remarkably free from difficulties, presenting one of the easiest and cheapest rail routes in the country.

The object of the committee being, not to decide which would be the best location for the road, but only to ascertain that at least one practicable route existed, they did not examine others to which their attention was invited. It is proper, however, to state that the opinion is entertained by some of the citizens of York county, that a favorable route for the road may be found by running from York north-westwardly, through or near Lewisburg, and intersecting the Cumberland Valley Railroad some four or five miles west of the Susquehanna. Before the road is finally located, all the country over which the charter authorizes it to be constructed, should, of course, be carefully examined, and that route selected which, under all circumstances offers the greatest advantages.

For further information upon this branch of the subject we refer the board to the communication of Mr. Trimble, presented with this report.

II. The probable amount of the Business of the Road.

At whatever point the road from York may unite with the Cumberland Valley Railroad, the connection between York and Harrisburg will be complete, inasmuch as the Cumberland Valley Road unites with the Harrisburg and Lancaster Railroad, near the canal basin at Harrisburg. Baltimore would thus have a continuous and most desirable connection with all the principal lines of the Pennsylvania improvements. The Cumberland Valley and the Franklin Railroads extend from Hagerstown, in Maryland, to Harrisburg, a distance of upwards of seventy miles, through the Cumberland Valley, one of the most populous and fertile regions of America. Some idea may be formed of the value of the annual products of this valley from the statistics furnished by the census of 1840. The following table shows the aggregate of some of the principal products and manufactures for that year, of the six counties of Bedford, Franklin, Cumberland, Dauphin, York and Adams; and also the whole amount of the same products and manufactures, for that year, of the State of Maryland:

	Six Counties of Pa.	Maryland.
Wheat—hushels,	2,428,512	3,345,783
Rye do 	1,413,872	723,577
Oats do 	3,139,401	3,534,211
Corn do 	2,958,104	8,233,086
Distilled and fermented Liquors,		
gallons,	1,043,697	366,213

For the products of these six counties—nearly equal to those of our entire State—Baltimore is the nearest and natural market. Large quantities are now sent from some of these counties by wagons to York, thence to be sent by railroad to Baltimore; but far the greater proportion, attracted by superior facilities of communication, is carried to Philadelphia. By constructing the proposed road, we would bring the rich granaries of this region within a few hours travel of Baltimore, and might reasonably expect to secure almost the whole of this trade.

The committee have been furnished with a statement of the business of the Cumberland Valley Railroad, by which it appears that the transportation over that road for the year 1846, amounted to 45,453,990 lbs., and for five months of the year 1847, to 32,287,158 lbs.

Besides the Cumberland Valley Railroad, the *Pennsylvania Canal* would also meet us at Harrisburg. This immense work, extending through the heart of Pennsylvania, connects the waters of the Susquehanna with those of the Ohio and Lake Erie. Its length, (including the Portage Railroad of 36 miles,) from Harrisburg to Pittsburg, is $284\frac{1}{2}$ miles, and from Beaver to Lake Erie, 136 miles—total $420\frac{1}{2}$ miles. But, besides the main line, branches of this canal have been extended into various sections of the State. One of those extends from Duncan's Island, at the mouth of the Juniata, up the Susquehanna to Northumberland, a distance of 39 miles. At this point, two other branches start; one running with the North Branch of the Susquehanna, 73 miles to Lackwanoek,—the other with the West Branch, 72 mile to Dunstown. The latter branch of the canal is met at Williamsport by a railroad, the greater portion of which is finished, extending from Elmira in New York. Elmira connects by canal with the most important lines of improvements of that State: and a Railroad of but 30 miles in length is wanting to connect Williamsport with the great New York and Erie Railroad, now in progress of construction. These various branches of the canal pierce the rich counties of Dauphin, Perry, Juniata, Union, Columbia, Northumberland, Luzerne, Bradford and Lycoming,—abounding in lumber, iron and grain, and containing some of the most extensive and valuable coal-fields in the world.

Between York and Harrisburg, on the east bank of the Susquehanna, is Middletown, the greatest lumber market perhaps in the country. The following estimate of the number of feet brought down the river annually to this point, has been furnished by a gentleman of York, who has given considerable attention to the subject :

Boards—300,000,000 feet, Board measure,	\$3,000,000
Timber—150,000,000 do do	1,500,000

Total value of annual trade,	\$4,500,000
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Both of the routes for the York and Cumberland Railroad, which were examined by the committee, pass up the river immediately opposite this place, and could be connected with it by a bridge of one mile in length. The privilege of bridging the river at this point was not granted in the present charter, but no doubt could be hereafter obtained. Besides serving to bring this valuable trade upon the railroad, a bridge here would be of great advantage to the neighboring country; and, as a toll bridge, would nearly pay the interest upon the cost of its construction.

It will be found by reference to the census statistics of 1840, that two-thirds of the iron manufactured in Pennsylvania, is made in the counties west of the Susquehanna. Should the proposed road be made, Baltimore will be the most convenient market for this trade, and cannot fail to receive a large proportion of it.

But the source from which this road would ultimately realize its largest profits, is the coal trade. In the upper part of Dauphin county, and near the Susquehanna river, are the Lyken's Valley, Berry's Mountain, Bear Valley, and Stoney Creek coal basins,—the three first anthracite, the last bituminous. The coal of this region in quality has no superior. In quantity it is inexhaustible. The report of an intelligent committee, who had visited these basins, made to the legislature of Pennsylvania in 1839, estimates that Bear Valley basin alone contains 658,240,000 tons,—while some have estimated its deposits as high as 4,000,000,000 of tons! If the York and Cumberland Railroad be made to Harrisburg, the day will not be distant when it will be extended into the heart of these coal basins. From Harrisburg to Dauphin Town or Port Lyon, at the mouth of Stony Creek Valley is eight miles; from thence to the bituminous coal beds of Stony Creek Valley, is 13 miles. From Dauphin Town to the an-

thracite coal beds of Berry's mountain is a distance of 29 miles. The whole distance from Baltimore to the bituminous coal basin of Stony Creek would be only 108 miles; to the anthracite coal fields of Berry's mountain 124 miles—the former a shorter route than that of the Schuylkill coal sent to Philadelphia by the Reading Railroad. Coal could be delivered by this route in Baltimore much cheaper than it can be supplied by any existing or proposed route from any fields yet discovered. Canal and railroad connections already exist between Harrisburg and these coal basins—and considerable quantities have been brought into the market. But the completion of the York and Cumberland Road would give a new impetus to this trade, by affording it a shorter and cheaper avenue to the waters of the Chesapeake.

We have thus far been considering the probable business of the York and Cumberland Railroad, if dependent solely upon the trade of Pennsylvania. But another great enterprise has been commenced, which, when completed, must insure to this road an amount of business that will make it one of the most profitable railroads in the Union. The charter for the Pennsylvania Central Road, to extend from Harrisburg to Pittsburg, was granted in February, 1846. The importance of this road to the trade of Philadelphia has called forth the most zealous efforts of her citizens to hasten its completion. Three millions of stock, or nearly half the amount required, have already been taken; and sections of the road are about to be put under contract.

The length of the road from Harrisburg to Pittsburg will be 228 miles,—and its estimated cost is something over \$7,000,000, or about \$31,000 per mile. Philadelphia has already a railroad connection with Harrisburg by a route of 106½ miles. By finishing the Central road, she will have a continuous railroad connection with the waters of the Ohio at Pittsburg, by a route of 334½ miles. Can it be doubted that this connection will speedily be made?

Some have asserted that nature has raised insurmountable barriers across the route of the Central Road. The difficul-

ties have been much exaggerated. From the reports of intelligent engineers, it appears that, by making two tunnels of no extraordinary length, the mountains may be passed, and the whole road constructed, so that the maximum grade would never be more than 45 feet to the mile.

We have stated the estimated cost of the work, and the amount of stock already subscribed;—can the balance of the stock be taken? The committee have been assured that it will be; and they see no reason to doubt it. The distance from Cumberland to Pittsburg, by the Southern or Savage river route of the Baltimore and Ohio Railroad, (which seems now to be settled upon) is 178 miles, and the estimated cost \$4,383,070. The distance from Harrisburg to Pittsburg by the Central Road is 228 miles, and the estimated \$7,000,000; a difference of only 50 miles of distance, and \$2,616,030 of expense in the two undertakings. If we compare the population and wealth of the two States, it would seem that the extension from Harrisburg is a much easier undertaking for Pennsylvania, than that from Cumberland is for Maryland. If Baltimore extends her road to Pittsburg, who can doubt for a moment, that Philadelphia will then (if she should delay until then) put forth her utmost energies to effect the completion of her Central road? Can it be hoped, that she will look on with calm indifference while a rival city snatches away the rich treasures of the West,—the *golden fleece* which she herself had already spent so much toil and treasure to secure! It may be said that Philadelphia has already a canal communication with Pittsburg which has cost an immense outlay,—and that she will not be willing to expend millions more in making a railroad to the same point. Let it be remembered that the march of improvement is onward with daily increasing speed. *Time* is now emphatically regarded as *money*. Merchants from distant cities buy and sell by telegraph! The canal boat drawn by the sluggish mule can no longer successfully compete with the lightning speed of the steam-driven car! The daily increasing passenger travel from the popu-

lous West would alone induce Philadelphia to undertake the construction of the Central road. Should Baltimore extend her road to Pittsburg, the necessity for hastening the completion of the Central road would be increased.

When the Central road is finished, the passenger travel between Baltimore and the West by way of the York and Cumberland Railroad, would certainly be very great. It would possess an advantage over the Baltimore and Ohio Railroad in respect to relative distances which would be as follows :

From Baltimore to Pittsburg, by the Baltimore and Ohio Railroad via Cumberland and the mouth of Savage river (Southern route)	356 miles.
From Baltimore to Pittsburg by way of the York and Cumberland Railroad and Central Road of Pennsylvania	316 “
From Philadelphia to Pittsburg by Central Road	334½ “

It will thus be seen that, by the Harrisburg route, Baltimore would be 40 miles nearer to Pittsburg than by the Cumberland and Savage river route. She would also be 18½ miles nearer than Philadelphia. If the Northern or Castleman's river route be adopted by the Baltimore and Ohio Railroad Company, the difference in distance of the two routes from Baltimore would not be so great ; but it would still be in favor of the York and Harrisburg route. These advantages could not fail to attract a large portion of Western trade and travel to this road.

The committee do not wish to be understood as opposing a connection between Baltimore and Pittsburg by means of the Baltimore and Ohio Railroad. As Baltimoreans, they earnestly desire to see that great work extended to the banks of the Ohio river, its only profitable terminus. Whether Pittsburg, or a more Southern point should be chosen for the connection, they leave to be determined by those having the management of the affairs of that corporation. If the connection be made at Pittsburg, it would not necessarily follow that the interests of that work and of the York and Cumberland road would be

conflicting. If we regard the rapid and daily increase of the western States in wealth and population, and estimate from their past progress what will be their future greatness, we will find that in a few years, the business of that wonderful region will furnish an amount of freight and travel sufficient to give constant and profitable employment to both works. In 1810, the population of the Mississippi valley was 1,064,703. In 1840, it had reached 5,335,578. By the same ratio of increase, in 1870,—(within twenty-three years,)—it will be 26,000,000! Some idea may be formed of the value of the agricultural products of this region from the estimates furnished in the report of the Commissioner of Patents for the year 1845, by which it appears that, besides other staples, the corn crop alone for that year amounted to 273,384,000 bushels, and the wheat crop to 55,384,000 hushels. A considerable amount of these products is sent annually to the Atlantic cities for foreign exportation. Increase of facilities produces an increase of trade. If greater facilities of internal communication were offered, and the expense of transportation thereby lessened, how much greater an amount of western productions would annually pass the Alleghanies? And which of all the cities of the sea-board is more advantageously located for the Western trade than Baltimore? Nature has done much for her. It only remains for her citizens to appreciate her advantages and to improve them. Human art and enterprise may perfect what nature has done, and the monumental city may secure to herself the larger portion of the trade of a region able at all times, from its surplus products, to supply the starving millions of Europe with food!

The committee, therefore, think that both connections with the Ohio might very properly be made. The construction of the York and Cumherland road would cost a comparatively small sum. This can be spared from Maryland and Pennsylvania capital, and an abundance of means left for the completion of the Baltimore and Ohio Railroad.

In conclusion of this part of their report, the committee would recapitulate the following important items from which the profits of this road might be expected to arise :

1. THE PRODUCE TRADE OF WESTERN AND SOUTHERN PENNSYLVANIA.

The amount of this trade would be large and its nearest market Baltimore.

2. THE LUMBER TRADE.

This road would bring Baltimore in direct communication with the pine forests of the Upper Susquehanna, and with Middletown, the greatest lumber market in the southern or middle States.

3. THE IRON AND COAL TRADE.

The anthracite and bituminous coal basins of Dauphin county would soon supply this road with a trade which of itself would render it a profitable investment. From the great difference in the cost of fuel upon the two routes, coal could be carried at much less expense upon this than upon the Reading Railroad.

4. THE PASSENGER TRAVEL OF WESTERN PENNSYLVANIA.

This road would furnish the shortest and cheapest route to Washington for three fourths of the counties of Pennsylvania, and to many of the southern counties of New York, containing together a population amounting to two millions. Passengers could leave Harrisburg at 4 o'clock in the morning, reach Baltimore in time for breakfast, and thence proceed to Washington where they could arrive by 11 o'clock.

5. THE FREIGHT AND PASSENGER TRAVEL OF THE WEST.

When the Central road is finished, this must be very great. This road will possess advantages which will enable it to compete successfully for this trade with any other work.

III. Advantages to result to Baltimore & Maryland from its Construction.

The Baltimore and Susquehanna Railroad extends from Baltimore to the Maryland line, and thence, by means of the

York and Maryland line railroad, to the borough of York, a distance of 58 miles. In this work the State of Maryland has invested \$1,884,054 25—besides large arrearages of interest due from the company, and Baltimore city \$850,000. Nearly every ton of freight, and every passenger passing over the York and Cumberland railroad, would also pass over this road. The former would be about 29 miles in length; the latter is just twice that length. The trade of the York and Cumberland Railroad would thus swell the receipts of the Baltimore and Susquehanna road, and would soon render profitable the large investments of our State in that work—and eventually enable the company to make dividends to the city and the private stockholders. Another result even more important would be the creation of a new and valuable trade for our city, affording employment for her capital, a field for the enterprise of her merchants, and a strong and lasting impetus to her growth and prosperity.

Nor would the advantage arising from this work result solely to our own State. Pennsylvania is equally interested in its completion. By this means, the citizens of many of her Congressional districts will be benefitted by having a nearer and cheaper route to the National Capitol and other southern cities. Thousands of the farmers of her interior counties would find their lands increased in value from the increased convenience for sending their crops to the markets of the Atlantic seaboard. Coal fields and mineral lands now neglected and valueless would be opened and give wealth to their possessors. Thus, while no part of that State would be injured, thousands of her citizens would receive important benefits from this proposed connexion with our city—a work which would create business for itself, by producing a new trade and increased travel.

The committee therefore think, that the agricultural interests of Pennsylvania and the commercial interests of Baltimore, would alike be promoted by the construction of the York and Cumberland railroad. They also believe that it would be a profitable investment for capitalists.

The committee have thus endeavored to discharge the duty imposed upon them. It will be for the Board to take such action upon the subject of this report as to its members may seem proper.

COLEMAN YELLOTT,
R. M. MAGRAW,
WILLIAM P. POUDER,
Committee.

BALTIMORE, June 10th, 1847.

*To the President and Directors of the
Baltimore and Susquehanna Rail Road Company :*

GENTLEMEN :

At your request, I give you the result of a late reconnoissance of the country between York and Harrisburg, made in company with a committee of your Board, with reference to the proposed construction of a rail-road northwardly from York to Harrisburg.

Our examinations, aided by impressions which I had received from a reconnoissance and partial surveys made ten years ago for a similar purpose, fully justify the following conclusions, to wit :

1st. That there are *two*—probably *three* routes of easy practicability from York northwardly to the west end of the Harrisburg bridge, or to a junction with the Cumberland Valley railroad at some point between said bridge and Carlisle.

Two of the routes would pass northwardly and westwardly across the Conawago hills,—and the third would follow the Codorus and Susquehanna river. Instrumental surveys can alone properly determine a choice of route, and how far its selection should be influenced by local interests. These surveys should be full and complete, and might be made this summer.

2d. That the length of the *extension* to the Cumberland Valley Railroad at any probable point of intersection, will not exceed a distance of $28\frac{1}{2}$ miles ; and by the shortest route will be about 27 miles.

3d. That the inclinations—gradients—on either route will not exceed 40 feet to the mile ; and one of them will not exceed 10 feet to the mile on any part of the route.

4th. That the cost of the *extension*, inclusive of *sidelings*, *water stations*, *depot houses*, &c., along the line, and a suitable depot for freight and passengers at the point of intersection with the Cumberland Valley Railroad, will not exceed on the average \$18,000 per mile—not including however land and damages, which may be put down at a moderate sum, and not including engines and cars: it being supposed that the equipments of the Susquehanna Road will be sufficient for the *extension*, the first year at least, and that they can run to Harrisburg. Thus the cost of the extension, assuming its length to be $28\frac{1}{2}$ miles, will be \$513,000.

From the unusually favorable character of the ground, on one of the routes, I should be fully justified in estimating the cost of the road, as specified above—laid in the best manner with a 60 lbs. rail at less than \$500,000, and in stating that responsible contractors are ready to contract for its entire completion for that sum, giving proper security.

At your request, I have also prepared a skeleton map, exhibiting the various lines of public improvements from Baltimore and Philadelphia, or New York, westward; as also the lines of improvements extending from the Susquehanna, to the coal basins of the Bear Valley and Stony Creek.

The great value of the bituminous coal of these basins though not generally known, is yet well attested by both analysis and public use. The distance from Baltimore to the Bear Valley coal basin by the contemplated *extension* is 140 miles, to Lyken's valley 130 miles, and to Stony Creek basin 108 miles. In both cases the route from Harrisburg would take the Pennsylvania improvements and thence to the coal basins, by local improvements.

The practicability of reaching a valuable coal district by railroad and canal, distant but 108 miles from Baltimore, is a discovery both new and gratifying to her interests.

In respect to distance, it places Baltimore on the same footing as Philadelphia with reference to a coal trade—the latter city being about 110 miles from the centre of the coal region above Pottsville.

When the contemplated Central Railroad from Philadelphia westward is completed, and a connexion formed at or near Harrisburg, the section of it thence to Stoney creek, or a short branch road from it, of perhaps two miles in length taken in connexion with the Baltimore and Susquehanna Railroad, will form a continuous line of railroad communication 108 miles to Baltimore, the character of which will be well adapted to transportation of coal at low prices. This will be apparent from the following named characteristics of the route—viz :

From Stony Creek coal basin to Codorus, (one of the routes proposed,) a distance of 46 miles the road will be either level or descending towards Baltimore. From Codorus through York to Hethcote's station, a distance of 27 miles, there is no ascent of more than 12 feet per mile. From Hethcote's to the summit of Slate Ridge, the ascent is 60 feet per mile, and the only unfavorable portion of the whole route. From the summit to Baltimore, 36 miles, there is a continuous descent, with the exception of one ascending grade of three miles, at 30 feet per mile.

To work the road over the summit, advantageously for coal or other heavy trains there should be a double track laid on the five miles of heavy grade, for the use of *assistant* engines, so as not to impede the regular transit of other trains. Then a coal or burthen train going south and arriving at Hethcote's; the engine would take a part of its train to the summit, and returning, bring up the remainder at one or more trips—proceeding on to Baltimore down grade with the whole train; or, if found best, an assistant engine of great power could be kept at the summit to aid in hauling over the trains.

The cost of transporting coal to Baltimore would be \$1 50 to \$2 00 per ton—yielding fair profits.

I hope the present moment may prove auspicious in directing the attention of the merchants and property holders of Baltimore to the great importance of the extension to Harrisburg, by which means a valuable and extensive trade may be drawn to Baltimore at a comparatively trifling expenditure.

The vast trade of the Susquehanna Valley and its tributary districts were formerly not undervalued by Baltimore, and when possessed by her, contributed more to her prosperity than that from any other source. For twenty years Baltimore—intent upon engrossing the rich and illimitable trade of the west, has neglected, or scarcely deemed worth suitable efforts, the trade and produce of the noble valleys of the Susquehanna, ample and rich to secure the prosperity of any city, if possessed by it alone. Impatient of delay while gazing westward towards the rich prize, Baltimore seemed to forget the humble maxim, “there is a time for all things,” and that it would have been perhaps better to obtain a secondary benefit, at a small cost and without delay, before she made the great effort to reach the mighty West. Such a course might have given strength to her arm, new vigor to her energies, and brighter hopes and confidence in the accomplishment of her GREAT PROJECT.

That which ought to have been done long ago, should not now be longer delayed, for the reasons which originally had force.

It is manifest that Baltimore will derive more benefit from the expenditure of half a million towards the extension of the Susquehanna Road to Harrisburg, than from thrice that sum expended on any other object—and the benefit, too, will be immediate and at the same time, without injury to any other of her great schemes of improvement—what better incentive to action than this?

If we look beyond the trade of the Susquehanna valleys, to Pittsburgh, following the Pennsylvania improvements, we find the shortest and best route to the trade of that city, to be by the road now under consideration, in connection with those improvements—made with the funds of another State; thus giving Baltimore an advantageous route to Pittsburg, for the trifling expense of \$500,000.

There are abundant reasons why the citizens of Baltimore should rouse up, begin and complete this connexion via Harrisburg, without hesitation.

Though not immediately applicable to the subject of the foregoing professional remarks, I avail myself of this occasion as a citizen of Baltimore and one deeply interested in her prosperity, to present some views in reference to public improvements of the State.

The public works of Maryland after long years of toil and expectation, yet fail to pay the State or the city of Baltimore any, but an insignificant return upon their cost.

What is the reason of this? what peculiarity makes Maryland an exception to other States? this is the answer: *None of her public works have been completed*, as originally designed and projected, when they were presented as recipients for public favour and for public and private investment of capital. Yes, after the perpetual application of funds for a period of over twenty years, not one of the four great public improvements of the State, has to this day produced a connexion between Baltimore and any State, or district of country valuable for its products, trade or passengers.

All the half-finished works of Maryland combined have failed to benefit her or to pay interest on their cost; any one of which would, if completed, have conferred prosperity and honor upon the State.

To render more apparent the truth of what has been asserted, let us examine the aspect of the *four* great works of the State, viewed with reference to their completion according to the original design of their projectors.

THE BALTIMORE AND SUSQUEHANNA RAILROAD, denied its proper and legitimate termination by the adverse legislation of Pennsylvania, seeks a precarious trade and revenue from the districts of country through which it passes.

THE SUSQUEHANNA TIDE WATER CANAL, failing in almost its first conception and falling still-born at Havre-de-Grace, instead of measuring its full and perfect length across the country to Baltimore, is now actively and mischievously diverting to Philadelphia a profitable trade intended for Baltimore and formerly engrossed by her merchants.

THE CHESAPEAKE AND OHIO CANAL, unfinished and languishing, drags its slow length along the valley of the Potomac. Like her twin-sister of the Susquehanna, guiltless of good to Baltimore, but all-powerful for harm, this great work—a nation's off-spring descended to a State's paternity, has not been vivified, and strengthened by one morsel of that exhausted aliment—coal, which it has craved for so many generations, nor enriched by that exceeding fecundity of the great west, which was expected to confer wealth, not only upon Virginia and Maryland, but to distribute benefits and blessings over the whole Atlantic coast.

THE BALTIMORE AND OHIO RAILROAD.—The great vertebre of the State's strength and prosperity, has not, after a growth of twenty years, yet commenced her great struggle with the dark recesses and rocky barriers of the mighty Allegaoies.

Every citizen of Maryland now knows and feels the evils of that policy, originating in vicious and mistaken legislation, which permitted the simultaneous progress of so many expensive improvements—made too in *duplicates* to accomplish hut one end.

This very excess of effort, setting up one work as rival to another for the same trade, all produced by a contrariety of interests in the State—more fancied than real, and by her unfortunate geographical divisions of territory, have brought upon Maryland her present financial disasters.

If nothing hut deep injury has been inflicted on the State, by an indiscriminate and diffusive expenditure, the true remedy is obvious; it is concentration of effort and capital, to the completion of one work at a time, beginning with that which will cost the least, and benefit the city most. Let the citizens of Baltimore *will it*, that a united effort shall be made to finish the Baltimore and Susquehanna Road to Harrisburg, and to extend the Baltimore and Ohio Road by a *simple* stem to the Ohio river. Shall the extension of the latter work be defeated or postponed by a difference of views as to the most suitable point of termination on the western waters? for any

cause which divides the capital of Baltimore on this question, virtually defeats or injures the road. Shall not the citizens of Baltimore and of Maryland—impatient of delay in the completion of her favorite improvements—delays which have already swept off one generation of time—now ask their public men, with a measuring emphasis, if the prosperity of the State and city are to be forever jeopardized by a fatal rivalry of interests, and divisions of counsel and legislation? If union of views, capital, confidence and hopes are to be always denied her?

Perhaps no commentary on the errors committed can be more striking than the fact, that the capital which Maryland and her citizens have expended in rival works, would have been sufficient, if concentrated, to construct a *continuous line of railroad* from Baltimore to Cincinnati, and another from Baltimore to the coal basins above Harrisburg.

Any one can appreciate the enviable position we would have taken among our sister states, had the fortunes of Maryland been thus directed.

But let it be no reproach to Maryland that she has committed mistakes—let her look round among neighbours—consider if they have been more exempt and infallible—and take comfort by a comparison with them.

New York—like herself, the great pioneer in public improvements—is yet employed in removing the defects of her first “big ditch,” by the substitute of an “enlargement;” and the city of New York, fearing still to rely upon that, is, by aid of the State, constructing an Erie Railroad, which, like her canal, will yet be the first continuous road completed from the Atlantic waters to those of the west.

Pennsylvania, too, discovering the mistake she made by adopting broken lines of alternate roads and canals for her connexion with the west, has just started in a new career, and proposes to push, with vigour and singleness of purpose, a new railroad from Philadelphia to Pittsburg.

Where other States and cities have had courage to remedy the defects of an inexperienced policy, Maryland and Balti-

more cannot fail to exhibit corresponding energy and alacrity in rectifying errors ; especially while the advantages of *position* remain to her now as they were so clearly demonstrated to exist in 1824.

It is true, with her population and resources—humble in comparison with those of her great rivals, Pennsylvania & N. York, and from a mischievous diffusion in the application of those resources hitherto, and without returns of interests to reimburse her ; Maryland and Baltimore have had much reason to feel discouraged—and so feeling, what wonder, if the unthinking and the irresolute should, *even now*, doubt the wisdom, the ability, or the worth of making further exertions in aid of the public works ; or should even be brought to doubt also, if the long boasted advantages of geographical position, actually exist at this moment, as they did twenty years ago. Her people may doubt, divide, hesitate or change, but the great features of nature remain unaltered ; the valley, the river, the mountain, latitude and longitude forever maintain the same relative positions, and hence Baltimore can *yet* reach the heart of the mighty west by a shorter line of road than can *ever* be formed from Philadelphia or New York ; unless, with suicidal policy, she voluntarily abandons her southern connexion, with all its advantages of distance, and better navigation of the Ohio, and rashly seeks a desperate rivalry on their own terms, with the enterprise and superior capital of Philadelphia, and New York, and *Boston too*, by taking her stand on Pittsburg and Lake Erie, instead of on the lower Ohio. For a branch to Pittsburg can surely have no object adequate to its cost, unless to be continued to Lake Erie, to compete there for a divided trade with powerful rivals—but admitting the benefits of a mere connexion with Pittsburgh to be all that are contended for, those benefits can all be obtained by the York “extension” at a cost of half a million ; will it therefore be wise to expend millions for the same connexion by another route in no wise superior ?

It will be a fatal mistake to close our eyes to the vast future, and consider the Baltimore and Ohio Road as *completed*,

when it strikes the Ohio at *any point*. It will then have made but half its progress westward, and it is this consideration which must be kept in view, or the proper point of striking the Ohio river will not be discerned.

This question can best be settled within the mind of any one, by a map, on which he cannot fail to perceive the advantages of a southern terminus.

If after all, convictions in favour of a Pittsburg terminus prevail; then vast labor and expenditure of capital will be saved, inasmuch as the Baltimore and Ohio Road need not be continued west of Cumberland, but be left to repose in the lap of the coal region, and make "the best" of a local trade, for let it be borne in mind, Pittsburg is *now* connected with Baltimore; and will be further and better connected, as soon as the Pennsylvania Central Railroad is finished, and the York extension made to Harrisburg.

A dispassionate consideration of this great question—involving more deeply the future interests of Baltimore, than aught which has yet been done, will, all must hope, lead soon to unanimity of counsels and concentration of capital on those works most conducive to the public welfare.

I have no apology for offering the foregoing remarks, believing every citizen should frankly state his views and opinions on important questions, as opportunity offers.

I have the honor to be, &c. &c.,

J. R. TRIMBLE.

